

PRICE \$24 PER MONTH.

1997年1月1日

OW, AMOY, AND
ship

"CHINA,"
Housing, Master, will have immediate
dispatch about
or Freight or Passage, apply to
SIEMSEN & Co.
75 Hongkong, 24th May, 1872.
FOR SHANGHAI
E Steamship
"COLOMBO,"
Housing, Master, will have immediate despatch
about
or Freight or Passage, apply to
SIEMSEN & Co.
75 Hongkong, 24th May, 1872.
REGULATIONS FOR CHAIRS
AT
GOVERNMENT HOUSE,
ON THE 24th MAY 1872.
(Under Ord. No. 10 of 1869, Sec. I.)
—ALL Chairs on entering the grounds of
Government House are to turn to the
right passing the Guard House, and to con-
tinue on to the Fortico.
—Empty Chairs will leave the Fortico by
East end, and pass on into Albert Road.
—A number in Chinese will be given to a
pair of each Chair, and in English to the
driver.
—Chairs will be authorized by these num-
bers and will be called into Government House
as required by the Police on the number of the
pair required being given to the Officer on
duty.
—No Chair will be allowed to be called into
Government House except by the
W. M. DEANE.

gkong, 23rd May, 1

On claims against the American Schooner
 "Charles C. Leary" must be sent into the
 Consulate by a clock THIS AFTERNOON,
 24th instant, or else they will not be re-
 mitted.
 OLYEYANT & Co.,
 Agents,
 70 Hongkong, 24th May, 1872.
 STEAM-YACHT FOR SALE.

NEW Superbly Fitted-out STEAM
 YACHT. Length 40 feet 6 inches over
 Beam 8 feet 3 inches, with Commodious
 and every Appliance for Comfort,
 suitable for Excursions or Harbour use.
 Her Engine and Boiler now strongly made,
 will be able to attain a speed of 13 Knots.
 She will be seen for a few days at Pedder's
 wharf.
 or further particulars, apply to
 MATHWEN & Co.
 77 & Hongkong, 24th May, 1872.

E. H. HANDLEY
 AND PLUMBER
 COOPER SMITH,
 BRASS FOUNDER AND GAS FITTERS,
 (LATE PATTERSON & HANDLEY),
 7, P. Freya Wharf,
 Singapore.

HONGKONG

Notices to Consignees.
S. COLOMBO FROM LONDON, PE-
NANG, AND SINGAPORE.
CONSIGNEES of Goods by the above
steamer are hereby notified that the Cargo

so barged, landed, n
the Godowns of May

to C. Co., whence delivery may be obtained.
 25 Cds remaining in store after 29th inst. will
 be sent to p.m.t.
 Optional Cargo will be forwarded on to
 London, unless early intimation is received
 from the Consignees requiring same to be
 loaded here.
 Consignees are requested to send in their
 bills of Lading to **SIEMSEN & Co.**
 967 77, Hongkong, 24th May, 1872.

NOTICE.

CONSIGNEES OF OPTIONAL CARGO,
 EX C. S. S. CO. S. S. **S. ACHILLEUS,**
 FROM LIVERPOOL
 SHIPPING HERE, may be obtained from
 the undersigned not later than the 25th
 instant, for shipment *per Diamond.*

BUTTERSFIELD & SWIRE,
Agents.

24 968 77, Hongkong, 24th May, 1872.

BRITISH SPANISH STEAM NAVY
FROM SINGAPORE AND SAIGON.

CONSIGNEES OF Cargo by the above-named
 Steamer are hereby requested to send in
 their bills of Lading, for their consignments to
 be undersigned, and to take immediate delivery

impeding the discharge of
at Conscience's right

YUEN FAT HONG,
No 969 Hongkong, 23rd May, 1872.
CONSIGNEES of J. D. C. & Co.,
YOKOHAMA,
47 packages Merchandise, ex CHONG KONG & Co.
from NEW YORK, are hereby informed that said
goods are being landed and stored at their risk and
expense in the Godown of the undersigned.
OLYMPATH & Co.
449 Hongkong, 22nd May, 1872.

S. ENTERPRISE, FROM LONDON, &c.
CONSIGNEES of Goods by the above-named
Steamer are hereby informed that the
goods are being landed and stored at their
risk into the Godowns of Messrs. NOLAN,
NOLAN, & Co., whence delivery may be ob-
tained.

Goods remaining in store after the 20th
inst. will be subject to rent.
Orders will be forwarded on to
Shanghai, unless early intimation is received
from the Consignees, requesting it to be landed
there.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.
2d 949 Hongkong, 20th May, 1872.

AMERICAN BARQUE MORRO CASTLE
FROM NEW YORK.

SHIPPERS of Cargo
are requested to

Leading for countersignature to the undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignee's risk and expense.

OLYMPHANT & Co
4943 Hongkong, 21st May, 1872.

BRITISH SHIP COBUNA, FROM LONDON.

CONSIGNEES of Cargo by the above-named vessel are hereby requested to send in their Bills of Lading for countersignature to the undersigned, and to take immediate delivery of their Goods.

Cargo impeding the vessel's discharge, will at once be landed and stored at Consignee's risk and expense; by

MELCHERS & Co,
Agents.

4943 Hongkong, 20th May, 1872.

M. M. CHAN'S S. S. MOKING, FROM MARSHALL ISLES.

CONSIGNEES of Cargo at S. S. *Thibon* from London, in connection with the above-mentioned steamer, are hereby informed that their Goods are landed and stored at Messrs J. S. Hook, Son & Co's Godowns, whence delivery may be obtained.

Goods not immediately received after 12 o'clock

5th inst. will be sub
mal Cargo will be

Bill of Lading will be countersigned by the undersigned.

A. CONIL,
Principal Agent.

634 Hongkong, 19th May, 1872.

Extracts.

An Amusing Anecdote of the late Louis XV. After the death of Louis XV., his grandson Louis XVI. found among his grandfather's papers a great many correspondence between the Chevalier d'Éon and his grandfather. It is pretended that this correspondence revealed to the young King the secret of the sex of the Chevalier, and at the same time bore testimony to his noble character, his fidelity, and his talents. I should have mentioned that during the period of his residence in London, as Minister Plenipotentiary, he had been shuttled to the King, Louis XVI., who, holding the channels for a time withdrew his confidence and his credentials as Ambassador. However, this confidence was subsequently regained by him, and he was not clearly informed, for the Chevalier, having made numerous friends in England, among whom were the Duke of Bedford, the Duke of Devonshire, and the Duke of Portland, he was able to obtain the King's confidence. In 1772 he came to Paris dressed in the uniform of her regiment of Dragons, was received by the King in a private audience, and was ordered to visit the King's chamberlain. She, however, visited her mother in her native town of Tonnerre, dressed in her uniform as a captain of Dragons. She returned to Paris on the 14th October in the same year, when, in obedience to the orders of the King, she adopted the female costume, and the female title of "Chevalier," instead of "Chevalier," which she had hitherto borne, and continued to bear it until her death. She carried her daily bread by roughing, leaving in a house in the neighborhood of St. James's Palace. The father of the Chevalier, who died, never having resumed male attire, in the year 1810, at the age of eighty-two, and as his mystic was never to cease respecting this singular personage, the body was examined after death by Dr. Goussier, of Geneva, in the presence of Mr. A. N. Wilson, and the Rev. Father Elvick, a Roman Catholic priest, when it was discovered that the deceased was entitled to the male costume which he had so gallantly borne in war, and in which he so greatly distinguished himself in diplomacy and the boldest letters. — *St. James's Magazine.*

Thurs and Thence.

(From "Chambers's Journal.") I ought to know something about buses and business, for I have been on the journey ever since I was a little child. I used to sleep among the cushions, and I used to be carried in a sedan chair. That was long before the bus came up. There used to be stage-coaches on all the main lines that are now worked by the buses. They were just like the old country stage-coach—they were noisy, in fact, but a pair of horses coaxed—only, they had but a pair of horses instead of four. There is an old pattern stage-coach on the stones to this day; it comes from Bristol-hill, and you may see it crossing London Bridge any morning. The coaches used to carry six or eight and twelve outside, and the fare was sixpence between Paddington and the City. They had no conductors: the coachman managed everything, along with his parcel-boy. The parcel-boy, which used to be worth something, was a parasite of the coachman, and he had a boy to manage it that he paid himself: eighteen-pence a week was about the fare. The parcel-boy rode the horse along with the parcels, and sometimes he was paid by a share of the parcel profits. The coaches were owned by private people—publicans, stable-keepers, and the like; the largest owner was a Mrs. Wilson, whose family owned the "Favorite" buses, till they were taken over by the company. Their pace wasn't very lively; you see the roads were not so good as now, and the competition wasn't very keen. About four and a half miles an hour was about the pace, and the coaches used to stop an hour at each end of the journey. The great head-quarters for the Paddington stage-coaches were at the "Yorkshire Stingo," and most of the West-end coaches in those days used to stop in St. Paul's Church-yard, instead of going down Cheap-side to the Bank. They were well watered; the old coaches, and several fine ones have been made out of it, and I remember well the first buses that came out in London. It was in August, 1829—the same year that the Pinders, as the new police were called, first came up. Stillwater was the first bus-proprietor. He had been in Paris, it seems, looking how they worked there, and he came back and took out a patent for them, or registered them, or something of that kind, in this country. The first bus, however, was the Paddington and the Bank, one going by the New-road past the "Angel," and down the City-road; the next along Oxford-street and Holborn; and so on alternately. They had three horses abreast, like the "Red" Favorites you see now; but they were not red; in fact, they looked more like hearse than buses. They had no lettering on their sides or ends, and there was only one glass panel on either side, and that was being blacked. The driver sat in the centre, just as he does now. The first conductors were a sort of uniform of a round jacket, and cloth caps hanging over one side, like the caps some of them Belgian volunteers wear that come over every year to the Wimbledon shooting-matches. There was no perch, as there is now, for the conductor, where the perch now is a little seat with a high iron rail at the back, and the conductor used to sit on it. At first, it was found that fellows often went to sleep, and another thing that was a good look-out, all round for passengers could not be had; so the seat was done away with, and the perch substituted. In the early days there was no knife-board; no passengers were carried outside at all, except four on the box-seat beside the driver. Even the conductor was liable to a penalty if seen on the roof. At first, the conductor was the only one on the bus, and he was not with the regulations as to traffic did not meet with the strict police; but that sort of business was done by informers, who made a regular trade of it, laying their information before the magistrates, and getting half the penalty if they secured a conviction. The penalties used to run pretty stiff, sometimes as high as five pounds; and the commonest offences were over-crowding, sitting on the roof, and hand-driving. I know one of the old breed of informers, now living in the old town on his money; he used to keep a regular staff of men for the business, and throw on as well. That is all changed now, and for the better, although the police every now and then do take fits of summing chairs right and left. The duty was pretty smart on buses in the times I am speaking of, and it began to fall to a penny, till two or three were on the mile; but a day was done away with altogether, and was licensed now for two pounds as duty. I believe the revenue folks took Stillwater into Somerset House, and found a billet there for him, because of the

direction of the Sierra Moron. After the departure of the passengers left, the carriage and learned that their assailants had only taken 40,000 or 50,000 francs (4000 to 5000) belonging to the company. A special train from London was sent to the scene, and the carriage and the contents of the company, and carried the passengers on, after seven hours detention. Of the wounded, it is feared the Civil Guard will lose its life. The lieutenant's wound is not dangerous. The unfortunate, who was a passenger, was personally with him, and had fallen wounded, owed his life to him, as he prevented one of the bank from killing him outright.

Insurance.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.
Société anonyme. Le capital est de 6,000,000 de francs (un quart versé).
This Company, being associated for purposes of Marine Insurance in the Far East, with the
LYONNAISE D'ASSURANCES MARITIMES, Capital of 6,000,000 francs.
And with the
LYONNAISE D'ASSURANCES MARITIMES, Capital of 6,000,000 francs.
Offer to the ASSURED the Security of a collective Capital of 12,000,000 francs.
Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.
This underwritten having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or domestic, at current rates.
RUSSELL & CO., Agents.
1177 Hongkong, 23rd July, 1870.

YANG-TSUI INSURANCE ASSOCIATION OF SHANGHAI.
CAPITAL AND SURPLUS 750,000 TAELS.
POLICIES granted on Marine Risks to all parts of the World, at current rates. In addition to the usual Brokerage, this Association now returns to policy holders one-third of the yearly profits on Insurance business, divided pro rata to the net premium contributed.
RUSSELL & CO., Agents.
1177 Hongkong, 23rd July, 1870.

NOTICE.
FROM and after this date the following rates will be charged for SHORT PERIOD Insurance, viz:—
Not exceeding 10 days 1/2 of the annual rate.
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
JARDINE, MATHESON & CO., Agents, Alliance Fire Insurance Company, 1177 Hongkong, 23rd April, 1870.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.
Detached and semi-detached Dwellings, Houses, and contents, 1/2 per cent.
Wholesale and Retail Merchandise, 1/2 per cent.
Godowns, Offices, Shops, &c., and 1/2 per cent.
GILMAN & CO., Agents, North British and Mercantile Insurance Company, 1177 Hongkong, 10th March, 1870.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, North British and Mercantile Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.
Detached and semi-detached Dwellings, Houses, and contents, 1/2 per cent.
Wholesale and Retail Merchandise, 1/2 per cent.
Godowns, Offices, Shops, &c., and 1/2 per cent.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

ROYAL INSURANCE COMPANY.
THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—
Detached and semi-detached Dwellings, Houses, and contents, 1/2 per cent.
Wholesale and Retail Merchandise, 1/2 per cent.
Godowns, Offices, Shops, &c., and 1/2 per cent.
GILMAN & CO., Agents, Royal Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

Insurance.
BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Underwritten having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.
RUSSELL & CO., Agents.
1177 Hongkong, 1st April, 1865.

NOTICE.
THE QUEEN INSURANCE COMPANY.
THE following rates will be charged in future for SHORT PERIOD Insurance, viz:—
Not exceeding 10 days 1/2 of the annual rate.
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
NORTON, LYALL & CO., Agents, The Queen Insurance Company, 1177 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.
CAPITAL—TWO MILLION STERLING.
THE Underwritten having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire, to the extent of 2,000,000, on Buildings or on Goods stored therein.
NORTON, LYALL & CO., Agents, The Queen Insurance Company, 1177 Hongkong, 22nd January, 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Underwritten having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire, to the extent of 2,000,000, on Buildings or on Goods stored therein.
NORTON, LYALL & CO., Agents, The Queen Insurance Company, 1177 Hongkong, 22nd January, 1870.

THE LONDON ASSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.
THE Underwritten having been appointed Agents for the above Corporation, are prepared to grant Policies against Fire, to the extent of 2,000,000, on Buildings or on Goods stored therein.
NORTON, LYALL & CO., Agents, The Queen Insurance Company, 1177 Hongkong, 22nd January, 1870.

THE LIVERPOOL AND LONDON TRADING INSURANCE COMPANY.
THE Underwritten having been appointed Agents for the above Corporation, are prepared to grant Policies against Fire, to the extent of 2,000,000, on Buildings or on Goods stored therein.
NORTON, LYALL & CO., Agents, The Queen Insurance Company, 1177 Hongkong, 22nd January, 1870.

NOTICE.
VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.
FROM this date, there will be no fee charged for Policies issued by this Company.
AUGUSTINE HEARD & CO., Secretaries, 1177 Hongkong, 1st November, 1871.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.
THIS Company, with its Head Office at Hongkong, and Agencies at the various Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium, on all classes of property.
AUGUSTINE HEARD & CO., Secretaries, 1177 Hongkong, 1st November, 1871.

DRESDEN INSURANCE COMPANY FOR SEA, RIVER, AND LAND TRANSPORT, DRESDEN.
THE Underwritten having been appointed Agents for the above Company, are prepared to accept risks against Fire on the usual terms.
SIEMSEN & CO., Agents, 1177 Hongkong, 9th April, 1872.

LONDON AND ORIENTAL STEAM TRANSPORT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON, E.C.3.
ESTABLISHED 1843.
THE Underwritten is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
H. W. WYLLIE, Agent, 1177 Hongkong, 1st July, 1867.

NOTICE.
IMPERIAL FIRE OFFICE.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—
Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
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Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE COMPANY.
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Not exceeding 1 month 1/2 of the annual rate.
Not exceeding 3 months 1/2 of the annual rate.
Above 3 months, the full annual rate.
GILMAN & CO., Agents, Imperial Fire Insurance Company, 1177 Hongkong, 10th March, 1870.

Business Announcements.
LIST OF PUBLICATIONS AND OF BOOKS kept in stock by:
Messrs. TRUBNER & CO., 60, PATERNOSTER ROW, LONDON.
Orders will be received by
W. H. BELL, Daily Press Office, Queen's Road, Hongkong.

ALCOCK—A Practical Grammar of the Chinese Language. By J. H. Alcock, Esq., B.A., of the University of London. 1864. 12s. 6d.
ALCOCK—Familiar Dialogues in Japanese. With English and French Translations, for the use of Students. By J. H. Alcock, Esq., B.A., of the University of London. 1864. 12s. 6d.

ANDREWS—A Dictionary of the Hawaiian Language. By J. H. Andrews, Esq., B.A., of the University of London. 1864. 12s. 6d.
BELOUS—English Outline Vocabulary for the use of Students of the Chinese Language. By J. H. Belous, Esq., B.A., of the University of London. 1864. 12s. 6d.

BELOUS—The Chinese Language. By J. H. Belous, Esq., B.A., of the University of London. 1864. 12s. 6d.
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